

**U.S. Route 34 Public Hearing  
Public Hearing/Public Comment Summary Table  
Meeting Held April 18, 2002**

Name	Address	Summary of Comments	General Response		Type of Comment
			Positive	Negative	
Robert Corzatt	RR#1 Box 81 Stronghurst, IL	His opinion is that the signals at Carman RD. work well and an interchange taking up farmland is not needed. Prefers a route that heads straight east from Lock and Dam Road and over the bluff.		X	Written
Melba Davilla	RR #1, Box 137, Carman, IL 61425	In general agreement with the proposed plan. Prefer to have service drive go to the east to TR38, rather than to the west to Carman Rd. as shown. Note: In writing she changed her request to leave access as shown at the hearing.	X		Written Verbal
Raymond Deffenbaugh	RR 1, P.O. Box 268 Biggsville, Illinois 61418	Pleased with preferred alignment; would like to see field entrances relocated due to terrain.	X		Verbal
Jim Friend	15000 Prairie Grove Rd Burlington IA 52601	Hurry the project along. Traffic, accidents are getting worse.	X		Written
Jim Gunter	35 US 34, Kirkwood, IL 61447	Farms the Marjorie Smith Property. Move field entrance to Sta 101+000 (north side) – better grade.	X		Written Verbal
Schuyler Huston	Property Owner on Sunset Near Harlem	Believes closing Sunset direct access to Harlem will diminish property values			Recorded public
Cheryl King	Resides at NE Corner of US 34 and Carman Rd.	Does not believe an interchange at Carman Road is needed.			Recorded public Verbal
J.D. King	Des Moines Co. Engineer 310 S. Garfield Ave. Burlington, IA 52601	Des Moines County and Des Moines County roads support the proposed four lanes of U.S. Route 34 between Gulfport and Monmouth.	X		Recorded public

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Name	Address	Summary of Comments	General Response		Type of Comment
			Positive	Negative	
Mike Luna, Manager	McDonalds at SW corner of Main Street and US 34, Monmouth	Pleased that McDonalds driveway will remain at it current location.	X		Verbal
Kay and Walter Margurite	--	Concerned with potential impacts to a new lake on their property.			Verbal
Charles McChesney	209 East Oak Street, P.O. Box 200, Gladstone, IL 61437	In favor of the project, but not of an interchange at TR66/IL164.	X		Written
James Moss	--	Wanted clarification as to why more right of way is required for his property when compared to the last public meeting.			Verbal
Kathy Olson	RR 1 Box 134, Carman, IL 61425	Requests a field entrance at midpoint south of U.S. Route 34 between CH15 and TR127.		X	Recorded public
James Olson	RR 1 Box 134, Carman, IL 61425	Requesting copies of the criteria used to support the statement that this project has strong local support		X	Written Verbal
Randy Olson	6331 Larcome Dr. Huber Heights OH 45424	Believes the 4-lane to be not as safe as the existing 2-lane road; believes the new road should be elevated to protect from a breach of the Mississippi River levee system; says a cemetery is not shown; disputes the assumption that traffic will increase. (refer to FEIS Appendix for further comments)		X	Recorded public Written Verbal
Gail Russell		Proposes an 80-foot wide median rather than 50 feet.	X		Verbal
Lee and Phyllis Saben	RR 1. P.O. Box 68 Biggsville, Illinois 61418	Property "hit" 3 times, including their home		X	Verbal

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			Positive	Negative	
Wendell Schauman	313 US Highway 34, Kirkwood, IL 61447	The W. Schauman Farm at 107+500 should be a private drive rather than a field entrance; The R. Schauman residence at 110+800 has a right-in/right-out, which is a tremendous inconvenience. Field entrances need to be at least 30 feet wide.	X		Written Verbal
Donald Smith	3808 Old Highway 61, Burlington IA, 52601	Suggests materials for construction be from local sources. Requests access to his quarry from the new road.	X		Written Verbal
Bill Stevenson		Inquired about schedule and funding.			Written
Sam Stevenson	RR 1, P.O. Box 149 Gladstone, Illinois 61437	Prefers the alignment be to the east of existing U.S. Route 34 and out of the floodplain			Written Verbal
Don Zurmuehlen	RR 1 BOX 2, Gladstone, IL 61437	Asks that diagonal severances be minimized as it increases the cost of farming. Also needs a field entrance. (Refers to future interchange near TR66)	X		Written Verbal

**Index for Transcript, Recorded Public Comments, and Responses**  
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**Public Comment Summary**  
**Meeting Held April 18, 2002**

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STATE OF ILLINOIS  
COUNTY OF WARREN

IN THE MATTER OF LOCATION STUDY     )  
OF U.S. ROUTE 34 FROM GULFPORT     )  
TO MONMOUTH, ILLINOIS             )

BEFORE:

PUBLIC HEARING

MR. GARY S. BAKER, P.E.  
Hearing Facilitator

Thursday, April 18, 2002  
5:00 p.m.  
Union Community School District 115  
Biggsville, Illinois

TRANSCRIPT OF PUBLIC COMMENTS

PRESENT:

REPRESENTATIVES OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REPRESENTATIVES OF HARDING ESE

MEMBERS OF THE PUBLIC

MEMBERS OF THE MEDIA

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## PUBLIC COMMENTS BY:

6

MR. SCHUYLER R. HUSTON  
1020 North West Street  
Galesburg, Illinois 61401  
(309) 343-3327

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MR. J. D. KING  
Des Moines County Engineer  
310 South Garfield Avenue  
Burlington, Iowa 52601  
(319) 753-8241

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MR. RANDY OLSON  
6331 Larcomb Drive  
Huber Heights, Ohio 45424  
(937) 255-2885 Extension 3369

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MS. KATHY OLSON  
Route 1, Box 134  
Carman, Illinois 61425  
(309) 873-2375

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1 MR. SCHUYLER R. HUSTON: My name is  
2 Schuyler R. Huston. I live at 1080 North West  
3 Street, Galesburg, Illinois 61401. The  
4 telephone number is 209-343-3327.

5 I own a model home within the Rick  
6 Nelson subdivision on Lot 18 and the east half  
7 of Lot 17 within the subdivision. I also own  
8 the lot that the state is going to need to  
9 bring access into the subdivision after the  
10 current access is shut down off of West Harlem  
11 Avenue.

12 That lot comes off of, I believe, 62nd  
13 Street and goes east and then will have to come  
14 back south into the subdivision.

15 The properties are within the City of  
16 Monmouth that are sitting on Sunset Road. They  
17 still will be properties within the City of  
18 Monmouth, but when this access road is shut  
19 down people will have to go between a mile and  
20 two miles out of their way to get back into the  
21 subdivision.

22 And my concern is that the property  
23 values at that time will drop because of the

1 access issue.

2 The other problem that I have is that  
3 the lot the state is going to need to bring  
4 that road back into the subdivision is  
5 basically a dead horse at this point because of  
6 the fact that I can't sell it to someone to  
7 build a house without disclosing that that  
8 house will probably be taken when this road  
9 goes through.

10 If they did that, obviously, they  
11 would have to take that house, and it would  
12 make absolutely no sense to build a new home on  
13 that lot knowing that this is probably going to  
14 take place.

15 Every property within that subdivision  
16 is going to have a disclosure problem between  
17 now and the time the land acquisition actually  
18 takes place.

19 I currently have my model home, which  
20 I stated was on Lot 18 and the east half of Lot  
21 17, for sale at an asking price of \$159,000.

22 I have a disclosure problem currently  
23 because of the fact that I have to tell



1 everyone that comes through or discusses buying  
2 that property that this is probably going to  
3 take place.

4 I have had people comment that it's  
5 going to make it much more difficult to get  
6 back into the subdivision. It's going to have  
7 a definite bearing on my property value as well  
8 as everyone's property value within the  
9 subdivision.

10 I don't think it's right that they  
11 come up with this at this point in time or any  
12 point in time without funding and telling  
13 people this is what's going to happen, but they  
14 won't give any definites or do any land  
15 acquisition.

16 It just causes everybody within the  
17 subdivision a problem, whether they know it or  
18 not.

19 And I would like to be contacted by  
20 someone to let me know what options I have, if  
21 any, as far as this is concerned. It's just  
22 not a good situation.

23

1 MR. J. D. KING: I'm J. D. King, Des  
2 Moines County Engineer.

3 I just want to let the people of  
4 Illinois and Illinois DOT know that Des Moines  
5 County and Des Moines County roads support the  
6 proposed four lane of U.S. 34 between Gulfport  
7 and Monmouth.

8 We're very interested to see this four  
9 lane length. Four lane in Des Moines County is  
10 scheduled to be completed in 2004. And we just  
11 want to lend our support however we can.  
12 Thanks. That's the end of my statement.

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MR. RANDY OLSON: I'm Randy Olson.

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I'm an engineer for the Federal government. I

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helped build the levees here. I sent a letter

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to Kirk Brown about this project and warned him

6

about the levees and the problems.

7

He sent me a letter back that said:

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"Following the 1993 flood the levees were

9

upgraded."

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And that is what they are basing their

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design on.

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I just talked to one of the guys here,

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he's a brother to the drainage commissioner.

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These levees have not been upgraded. They are

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ignoring a problem.

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Kirk Brown has been sending me letters

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like this saying that the problems you are

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identifying are not a problem.

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They are building a road without

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recognizing the dangers of the river.

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If you want more information, copies

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of the letters, I will be happy to send the

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ones that I can find.

1                   New topic. I had requested a copy of  
2                   the Environmental Impact Report under the  
3                   Freedom of Information Act. They would not  
4                   send me one. They said it was in the local  
5                   library, meaning the library closest to the  
6                   high school we are at now, not in Ohio. I  
7                   spent the afternoon today looking at it. It's  
8                   a very thick document. It would take several  
9                   days for me as an engineer to go through.

10                   It has numerous errors,  
11                   misrepresentations, and contradictions between  
12                   the pages. I'm tabulating them now, but I  
13                   probably will not have those numbers before it  
14                   goes final on 16 May because I was not provided  
15                   a copy.

16                   It does not even represent the route  
17                   where they say is the preferred route. It does  
18                   not represent the route that is being shown  
19                   tonight. That is just one example.

20                   When we came to the first meeting here  
21                   they said they did not have a requirement for  
22                   the road.

23                   I have tried to get that through

1 Peoria and Kirk Brown's office. I got the data  
2 for the current traffic flow. Everytime I  
3 point out something they come up with a  
4 different requirement.

5 We have now come to the point that  
6 they have given me the same requirement twice.  
7 It's going in a complete circle. The  
8 requirement that they admitted earlier was not  
9 the requirement.

10 I have not been able to find a  
11 requirement for this road based on traffic  
12 density, population growth, or any other  
13 reason.

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1 MS. KATHY OLSON: My name is Kathy  
2 Olson. And I'm the daughter-in-law to Carl  
3 Olson who owns the land between road 850E and  
4 900.

5 And the property that Carl has is on  
6 either side of the highway and there's a field  
7 entrance right in the middle of those two  
8 fields between the two roads. So a quarter  
9 mile from each road approximately.

10 And that field entrance they have on  
11 the design proposal opted to remove that field  
12 entrance. But that field entrance is essential  
13 to the operation of the farming there because  
14 that's the only high ground that you have  
15 access to the fields in.

16 And if you go in from the sides on  
17 either other side it's low, wet ground and you  
18 can't get in as soon.

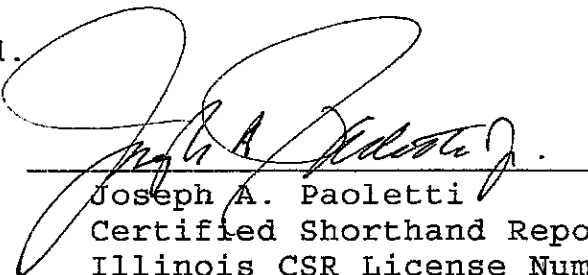
19 And we just need to be able to get  
20 from one side of the road to the other to get  
21 into that north field. It's safer. It won't  
22 have the traffic on the highway or crossing the  
23 highway.

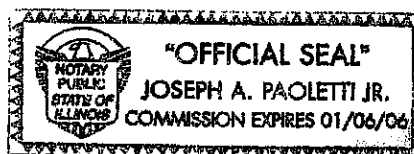
1                   Like I say, we can get into the field  
2                   and start working; whereas, if you wait on the  
3                   side it's too wet and you have to wait a lot  
4                   longer to get into the field. That's the spot  
5                   where we start farming because of the dry, high  
6                   elevation.

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7 CERTIFICATE OF REPORTER  
8

9 I, Joseph A. Paoletti, CSR, RPR, do hereby  
10 certify that the forgoing transcript consisting of  
11 pages 1 through 11, both inclusive, constitutes a  
12 true and accurate transcript of the original  
13 shorthand notes of public comments had at the time  
14 and place aforesaid.

15  
16   
17 Joseph A. Paoletti  
18 Certified Shorthand Reporter  
19 Illinois CSR License Number  
20 084-000516  
21  
22  
23







# Illinois Department of Transportation

Division of Highways / District 4  
401 Main Street / Peoria, Illinois / 61602-1111  
Telephone 309/671-3333

Incoming Call:	STUDIES & PLANS - PHASE 1
Outgoing Call: Yes	FA Route 313 ( US 34)
Date: 10/03/02	Section 4,5,6,7
Time: 10:30 AM	Job No. P-94-030-95
Call made by: Tom Lacy	Contract No. N/A
	Catalog No. 031314-00

Name: Schuyler Huston  
1020 North West Street  
Galesburg , Ill 61401

Phone No.: (309) 343-3327

Subject: Sunset Road  
connection

## Summary of Phone Conversation:

Mr. Huston owns a model home in the Rick Nelson subdivision in which the current access is from Sunset Road. The road currently connects to Harlem in close proximity to the intersection with US 34. At the public hearing a cul-de-sac on Sunset with a revised connection to 62<sup>nd</sup> Street was shown. Mr. Huston expressed in the Public Hearing Transcripts that he was not in favor of the revised connection of Sunset Road. I informed Mr. Huston that upon review of the public comments, associated impacts, accident data, and traffic volume which Sunset Road serves it has been decided to retain the existing Sunset Road connection and not connect to 62<sup>nd</sup> Street as shown at the public hearing. The final report will be revised to reflect the revised access.

## Follow-up Obligations

None

cc: file (P. Heeg)  
T. Lacy

B-21

No response letter to J.D. King was necessary



# Illinois Department of Transportation

Division of Highways / District 4  
401 Main Street / Peoria, Illinois / 61602-1111  
Telephone 309/671-3333

June 10, 2002

## BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS-PHASE I

FAP Route 313

U.S. Route 34 – Gulfport to Monmouth

Section 4,5,6,7,8

Henderson & Warren Counties

Job No. P-94-030-95

Catalog No. 031314-00

Mr. Randy Olson  
6331 Larcomb Drive  
Huber Heights, OH 45424-3072

Dear Mr. Olson:

Thank you for your written comments in regard to the public hearing held in April of 2002 for the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

As stated in a previous letter, the existing and proposed roads are located within an area protected from river flooding by a system of levees adjacent to the Mississippi River. The Corps of Engineers regulates the levee system.

In regard to your review of the Draft Environmental Impact Statement, it is the Department's policy to make copies available prior to the public hearing in libraries located within the project area. In addition the report can also be viewed on the Internet IDOT web page. Comments to the Draft EIS will still be considered after the 10-day period from the public hearing date.

In summary, the department strives to select the best possible alternate route in which all overall impacts and benefits are considered. Your separate letter concerning the US 34 Study dated April 22, 2002 will be addressed in the near future. Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, PE  
District Engineer

By: Eric S. Therkildsen, PE  
Program Development

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Enclosure

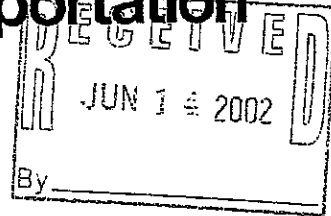
cc: Project File (R. Dotson)  
ESE (G. Baker)  
T. Lacy  
P. Green

B-23



# Illinois Department of Transportation

Division of Highways / District 4  
401 Main Street / Peoria, Illinois / 61602-1111  
Telephone 309/671-3333



June 10, 2002

**BUREAU OF PROGRAM DEVELOPMENT  
STUDIES & PLANS-PHASE I**

FAP Route 313

U.S. Route 34 – Gulfport to Monmouth

Section 4,5,6,7,8

Henderson & Warren Counties

Job No. P-94-030-95

Catalog No. 031314-00

Ms. Kathy Olson  
R.R. #1, Box 134  
Carman, IL 61425

Dear Ms. Olson:

Thank you for your written comments in regard to the public hearing held in April of 2002 for the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

Per your request, a proposed field entrance will be added at the approximate midpoint of your farm ground located south of proposed US Route 34 between County Highway 15 and Township Road 127 (850 E). The proposed entrance will be 30 feet wide to accommodate farm machinery. This entrance should accommodate your farming operation as stated in your comments. Attached is a revised plan sheet showing the revised field entrance location at Station 22+950.

In summary, the department strives to select the best possible alternate route in which all overall impacts and benefits are considered. Comments, as contained in your husband's letter dated April 30, 2002, will be addressed in the near future.

Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, PE  
District Engineer

By: Eric S. Therkildsen, PE  
Program Development

TAL\\jls:\mgr2\winword\std&plns\lacy\letters\tal0030.doc

Enclosure

cc: Project File (R. Dotson)  
ESE (G. Baker)  
T. Lacy  
P. Green